

No. 6889.—August 26, 1885.

recommended the adoption in this Colony of Regulations of a similar character to the one prevailing in the United Kingdom, and which Lord Derby intimated would be approved of by H. M. Government.

It was understood by the Chamber that new regulations would be introduced, and it was not until the appearance of the notification that the Committee became aware that restrictions were still to be continued.

Quarantine has hitherto proved altogether inoperative in relation to the introduction of cholera into any locality, and especially must the principle be useless in the case of this Colony, whose natural surroundings present opportunities so diverse and so wholly beyond control for the admission of disease, that the system now in force is practically reduced to a nominal measure.

The Committee would suggest that a Lazaretto or a permanent character, for the reception of patients infected with cholera, should be erected on the Quarantine Ground on Stonecutter Island.

The Committee is aware of the advantages to be derived from lodging the patients in temporary structures, which can be burnt immediately after they are free of patients, in order more effectually to destroy all sources of infection, but they regret that the system now in force is practically reduced to a nominal measure.

The Committee of the Chamber earnestly request that the subject of Quarantine may be reconsidered. The present restrictions on Shipping are of no practical use against the introduction of disease and they are calculated to seriously interfere with all mercantile interests.

I have the honour to be, Sir, Your most obedient servant,

(Sd.) W. KENNEDY,
Chairman.

The Hon. F. Stewart, LL.D.,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 18th July, 1885.

Sir,—In answer to your letter of the 15th instant respecting the Quarantine Regulations published in the Government Gazette of the 27th ultimo, I am to inform you that the Office of the Colonial Secretary is advised that, in the present circumstances of the Colony, it would not be practicable to apply effectually those alternative provisions; any measures which, according to the terms of Lord Derby's despatch, should be recommended to be published.

I have the honour to be, Sir, your most obedient servant,

(Sd.) FREDERICK STEWART,
Acting Colonial Secretary.

The Hon. Wm. Kennedy, Chairman,
Hongkong General Chamber of Commerce.

HONGKONG GENERAL CHAMBER OF
COMMERCE,

Hongkong, 4th August, 1885.

Sir,—With reference to your letter of the 15th inst. regarding the Quarantine Regulations published in the Government Gazette of the 27th June last, and to your reply thereto, I am to inform you that the Committee would be glad to be informed of the particular circumstances which render the adoption of the regulations referred to in paragraph 6 of Lord Derby's despatch to His Excellency the Governor Sir G. F. Bowen, dated 13th February 1885, as the Committee would be glad to render such assistance as is in their power with a view to removing the difficulties that may exist.

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(Sd.) P. RYAN,
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COLONIAL SECRETARY'S OFFICE,
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elements from which the new order of things must be evolved are absolutely chaotic in their confusion. For my part, as an interested spectator, looking from a height upon the turmoil below which in the spirit of the famous poem of Lucretius, I see that the best means of regulation is by a large system of military organization. The people will accept it, the officials dare not oppose or tamper with it, and once a central direction and control of military power is established firmly, the reforms of taxation, the abolition of irregular imposts, the improvement of communications, and general unification can follow.

On the 7th inst., the Peking Gazette contained a very well written *clap* upon Sir R. Hart, described his memorable services in the recent settlement of peace, and referred to the successful labours of his official life here. The paper is in stately language, often rising to eloquence.

Relations between China and Japan are cordial, and the alliance will become an *active* if Korea is invaded by Russia. There is a deeply-rooted irritation against the Moscovites, and the Chinese are quite of a mind to vindicate the enormous and unprovoked territory fished in 1860 by the ignoble Ignatieff.

I have read General Gordon's letter to Sir J. F. Hennessey, advising that England should assist China in improving her armies. It bears upon the recommendation I gave to your community that if the schools of Victoria, instead of educating youths for mere clerk work, trained them to serve the urgent needs of the Chinese Empire, your Colony would profit. I can assure you that if your schools could tomorrow provide the Chinese Government with 5,000 cadets, surgeons, telegraph operators, chemists, engineers, civil engineers, and with youths specially fitted by education, by knowledge of some Western language, &c. for Customs Service, every one of the 5,000 would get a well paid post in the honorable service of the Chinese Empire. Unfortunately, the schools of Victoria in the deficiency and inutilities of the curriculum, do but copy the crying evils of education in England, where handicrafts are scorned, where it is difficult to get special training for special work, where the technological schools are few, ill-managed and perfunctory, and where—as we see—the whole scheme of education is unpractical, imperfect, and wholly unsuited to the exigencies of the times.

The Council of Peking, it is now said, will not appoint Shao or other Chinese official to the vacant Inspector generalship of Customs, fearing as they do the times are not opportune for organic change. The aim, however, of making the Chinese Customs a purely Chinese source will be pursued, and will be attained by sure if gradual means. Consequently, Dr. Martin's candidature is once more in permanent favor, but as some members of the Yamen recognize that the venerable gentleman is not conformable in all conditions to the standard of fitness, Mr. James Hart has a good chance. Mr. Dettling, the favorite of the Viceroy Li, also has a good chance. The service in future, having suffered a break of continuity, will be changed in its nature. An able and powerful foreign chief may be allowed to keep affairs for a shorter or longer time in their present groove, but as soon as it can be done the Maritime Customs will become a Chinese institution or department, the officers of which, high and low, will be Chinese.

On the occasion of the approaching majority of the young Emperor great improvements are to be made in Peking. Seen from the walls nothing can be more noble and beautiful than the Capital. Its temples, pagodas, monuments, palace roofs, the thick growth of large pines and cedars, the lofty mountains in sight, the cultivated plains, the quaint, sepulchral monuments, the groves of yews and cypresses around the graves of great families, the clear blue sky overhead, all make up a beautiful and magnificent sight. But when you descend to the streets the charm is lost, and replaced by disgust. The streets of Dahomey are not more foul in their ways, or more shameful, than the people of Peking, whose grossness is horrible and intolerable. The streets are thick with foul and fetid mud; the sewers are broken, and in the darkness of the unlighted streets any wayfarer stumbles into a hole the wretch is suffocated by the poisonous fith before he can cry for help. Besides, the indescribable foulness and overpowering stenches of the streets, the roads are infamous. Large sums are levied for repairs each year by the Public Works Office, but never is one cash spent, and the ruin goes on from year to year.

Some changes are to be made. The Shanhai troops, about 10,000 men, are to be employed in and around the city, and other labourers, probably soldiers also, will be set to improve the approaches. As stone is abundant it will be easy to make good and permanent roads, and as the workers are skilful and laborious the city and its environs may in a few years be made beautiful, accessible, and provided with the means of sanitation. We should then and Yang-ming-yan, the vast palace of the Empire which were destroyed by the

allies in 1860, are to be rebuilt within 10 years. The cost of rebuilding and furnishing will be not less than 20 millions of taels. The means are to be drawn from provincial contributions, and official gifts, sometimes given voluntarily, but if not then exacted by peremptory demand. It would be against rule, or the spirit of rule, to make these two works of rebuilding with foreign or borrowed money paying interest, and it is sure that adequate contribution will be made by provincial governments and individuals. For these works of Peking improvements and new palaces the Empress has no funds. The palace war fund, which, according to the law of Kiang-Long is always to be kept up to a standard of 30 millions of taels of silver, has been expropriated in Tongking. At least, it is said, the balance now in the Palace Treasury does not exceed three millions of taels.

I lately had reason for enquiring into the consumption of foreign opium in Chihli, and find that very little is used. 13 or 14 years ago the consumption was not much under 10,000 chests, but this year the sale will barely reach 1,000. The use of opium in this province increases yearly, but the supplies are drawn from Kanah, which gives the best and from Soochow, Shanai, and even Manchuria. This province also produces much, and the poppy fields spread more and more every year. It may be presumed that in a short time the whole of the opium used in North China will be of native growth. In a previous letter I said that I was sure that China produced 6 times more opium than is imported, and perhaps 8 times, but the estimate is too low. Soochow consumes man for man, more opium than any other province; it is also the most prosperous and contented province of China, but after satisfying its needs the surplus sent away for sale in other provinces greatly exceeds the whole import from India in quantity. The Indian revenue has been sacrificed to the lies and ravages of a lot of crazy missionaries, who arrogate the right to determine what is good and what is bad for the Chinese people. But the Chinese people go on in their own way, and the consumption of opium increases yearly. One reason for the increased consumption is notable. The members of Moslem increase every year. In China there are now some 30 millions of Mahomedans. Most of these men will not smoke tobacco, nor take wine, or gambles, but in compensation they eat, (not smoke) the soothing, pain-alleviating, care-destriving juice of the poppy, *nepenthe*.

FANURGE.

SUPREME COURT
IN SUMMARY JURISDICTION.
(Before His Honour J. J. A. Adcock, Puisne Judge.)
Wednesday, August 20.

THE LIABILITY ON PASSAGE
BROKERS.

Six suits in which Chinese sue Mr. G. Holmes, ship broker, for \$300 each, as damages for breach of a contract by which plaintiffs were to obtain passage for the steamer *Mount Lebanon* to Mexico, came on for hearing this morning.

Mr. Caldwell appeared for the plaintiffs, and Mr. Wotton, of Messrs Wotton and Deacon, represented defendant.

Mr. Wotton said the facts connected with all the suits were identical, and he thought it would be a waste of time to repeat the same facts in each case. It was then that the whole of the cases.

The case called was No. 807, in which Lai Ming was the plaintiff.

Mr. Caldwell said this case arose on a contract which he would now read to the defendant, and he would then ask the defendant to provide a passage for the steamer *Mount Lebanon* to Mexico. The contract was reduced to writing, and bore the signature of Mr. Holmes. Under that contract Mr. Holmes acknowledged receipt of the passage money, namely \$37. The *Mount Lebanon* did not go to Mexico, and failed to provide a passage for the plaintiff. Plaintiff remained for some time in Hongkong expecting that defendant would carry out his contract, but ultimately it was discovered that the charter of the *Mount Lebanon* had fallen through, and no passage could be obtained for the steamer. The plaintiff was then left with the sum of \$37.85 as damages for the breach of contract; this sum included the amount paid by plaintiff for his steamer while he was waiting here up to the date of the writ. Mr. Caldwell said that he had been served with notice of a special day for the trial, and the defendant signed as agent for the partners of the Wing Wa Co., but he would contend that the contract, as it stood, made Mr. Holmes responsible, on the face of it, as principal.

The contract did not, on the face of it, say anything about the defendant, but on the contrary, it commenced: "I hereby agree," and it bore the signature of George Holmes.

Mr. Caldwell then called his client.

Mr. Holmes said he was now unemployed, and he came from the country, about the business of the ship going to Mexico. He wished to go to that country to find work. He took a passage for that place, obtaining his ticket from the Wing Wa firm here. He and six others went to the Wing Wa shop on the 7th July. He came here in consequence of seeing an advertisement in the paper, and the ticket produced was the one he purchased. Mr. Holmes was not in the Wing Wa when he got the name of the partners was Lo Kwan. There was no talking about the defendant, and he did not sign the contract. Plaintiff gave Mr. Holmes the money, \$37, in a fat man in the shop, and got the ticket. He did not know whether or not the fat man was Lo Kwan. He saw Mr. Holmes at the Wing Wa firm on the day the ticket was stamped. Mr. Holmes stamped the ticket, and he did not sign it. Plaintiff gave Mr. Holmes the money, \$37, in a fat man in the shop, and got the ticket. 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Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, MARSEILLES, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
TRIESTE, PLYMOUTH AND
LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSEAN
GULF, PORTS MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
WPAUL, Captain ALBERTON, will
leave for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
THURSDAY, 27th August, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.

For further Particulars regarding
FREIGHT AND PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages
are required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.

Passengers desirous of insuring their baggage
can do so on application at the Com-
pany's Office.

This steamer calls at MARSEILLES.

A. MOTVER, Superintendent.
Hongkong, August 18, 1885. 1407

NOTICE.

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND BLACK
SEA PORTS.

NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

ALSO
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON THURSDAY, the 3rd September,
1885, at Noon, the Company's
S.S. NATAL, Commandant SUEW,
with MAIDS, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

Cargo and Species will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Species and Parcels until 3 p.m. on the
2nd September, 1885. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, August 22, 1885. 1445

Occidental & Oriental Steam
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANIC will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 8th
September, at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa),
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Free-Paid Return
Passage Orders, available for one year,
will be issued at a discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
despatched to ports beyond San Francisco,
should be sent to the Company's Office
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50a, Queen's Road Central.

C. D. HARMAN,
Acting Agent.
Hongkong, August 22, 1885. 1441

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH

MORNING STAR

Runs Daily as a FERRY BOAT between
Pedder's Wharf and Kowloon Ferry at the
following hours:

WEEK-DAYS. SUNDAYS.

Leave Kowloon, Leave Pedder's Wharf, Leave Kowloon, Leave Pedder's Wharf.

6.00 a.m. 7.00 a.m. 6.00 a.m. 7.00 a.m.

8.00 " 8.30 " 7.30 " 8.00 "

8.50 " 9.00 " 8.00 " 8.15 "

9.40 " 10.10 " 8.50 " 9.00 "

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12.45 " 1.00 " 1.30 " 2.00 "

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7.15 " 7.30 "

* There will be no Launch on Monday
and Friday, on account of coaling.

The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
due notice will be given of any stoppages.

Hongkong Rates of Postage.

In the following Statements and Tables
the Rates are given in cents, and are, for
Letters per half ounce, for Books and
Patterns, per two ounces.

Newspapers over four ounces in weight
are charged as double, triple, &c., as the
case may be, but such papers or packets of
papers may be sent at Book Rate. Two
Newspapers must not be folded together as
one, nor must anything whatever be inserted
except bona fide Supplements. Printed
matter may, however, be enclosed, if the
whole be paid at Book Rate. Prices Current
may be paid either as Newspapers or
Books.

Commercial Papers signify such papers
as, though written by hand, do not bear the
character of an actual or personal corre-
spondence, such as invoices, deeds, copied
music, &c. The charge on them is the same
as for books, but, whatever the weight of
a packet containing any partially written
paper, it will not be charged less than 5
cents.

The sender of any Registered Article
may accompany it with a Return Receipt
on paying an extra fee of 5 cents.

The limit of weight for Books and Com-
mercial Papers for Foreign Post Offices is
4 lbs. Patterns for such offices are limited
to 3 ounces, and must not exceed these
dimensions: 8 inches by 4 inches by 2
inches.

Countries of the Postal Union.

The Union may be taken to comprise
Europe, all foreign possessions in Asia,
Japan, W. Africa, Egypt, Mauritania, N.
America, Mexico, Salvador, Brazil,
Peru, Chili, Venezuela, The Argentine
Republic, Uruguay, Trinidad, Guyana,
Honduras, Guatemala, Labuan, Hawaii, with
all Danish, French, Netherlands, Portu-
guese and Spanish Colonies.

Countries not in the Union are the Aus-
tralian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.
Post Cards, 3 cents each.
Registered, 10 cents.
Newspapers, 3 cents each.

Books, Patterns and
Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected corre-
spondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and
Fiji, via Torres Straits; Letters, 10; Re-
gistration, 10; Newspapers, 2; Books and
Patterns, 10; Newspapers, 25; Re-
gistration, 10; Newspapers, 2; Books and
Patterns, 2.

Natal, the Cape, St. Helena, Ascen-
sion, Bolivia, Letters, 25; Registration,
10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong,
Macao, China, Japan, Siam direct,
Cochin-China, Tonquin, and the Philip-
pines:—

Letters per 1 oz., 5 cents (c).
Post Cards, each, 1 cent.
Books, Patterns and Patterns, per 2 oz.,
5 cents.

Newspapers and Prices Current, each, 2
cents.
Registration, 10 cents.

(d) Via Singapore, 10 cents.
(e) Between Hongkong, Canton, and Macao
2 cents.

Local Delivery.

1. All correspondence posted before 5
p.m. on any week day for addresses in
Victoria will be delivered the same day,
and generally within two hours, unless the
delivery should be retarded by the Contract
Mail.

2. Letters, &c., can generally be de-
livered at the Victoria office at the private
addresses of the addressee rather than at
places of business, if a wish to that effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

3. Boreholders who desire to send Cir-
culars, Dividend Warrants, Invitations, Cards,
&c., at the same weight, to addresses in
Hongkong, Shanghai, or the Ports of
China, may deliver them to the Post
Office unsealed, the postage being then
charged to the sender's account. Each
batch must consist of at least ten.

4. Boreholders may also send Patterns
to the same places in the same way. En-
velopes containing Patterns may be wholly
closed, if the nature of the contents be first
declared, as he may consider necessary, and
approved by him. Printed Circulars may
be inserted in such Pattern Packets.

PARCELS.—The public is reminded that
there is no such thing as Parcel Post to
Europe, &c. Much trouble and disap-
pointment are caused by persistent attempts
to send small valuable trifles through the
Post. Fans, Curios, Articles of Dress,
Fashionable Works, and similar presents are
continually being returned, the senders having
often spent more in Postage than would
have paid the freight by steamer. No
refund can be made on such parcels of the
value of Stamps obliterated before the
nature of the contents was discovered.

Local and Indian Parcel Post.

1. Small Parcels may be sent by Post
at Book Rates between Hongkong, and any
of the British Post Offices in China, as well
as to Japan, Mexico, Peking, the Straits
Settlements, Ceylon, and India. They must
not exceed the following dimensions: 2 feet
long, 1 foot broad, 1 foot deep, weigh more
than 5 lbs., nor be smaller than 3 in. by 2
in. Such parcels may be wholly closed
if they bear this special endorsement,
PARCELS, CONTAINING NO LETTERS, BUT ANY
parcel may be opened by direction of the
Postmaster General. In the case of Parcels
for India a declaration of contents, and
value is required, a printed form for which
is supplied gratis. The Registration of
Parcels for India and Ceylon is compulsory.

Parcels may be sent by air, or by sea,
as may be directed by the Postmaster Gen-
eral, or as may be considered necessary, and
approved by him. Printed Circulars may
be inserted in such Pattern Packets.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50a, Queen's Road Central.

C. D. HARMAN,
Acting Agent.
Hongkong, August 22, 1885. 1441

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due notice will be given of any stoppages.

For Postage if it contains gold or silver
money, jewels, precious articles, or any
thing that, as a general rule, is liable to
Customs duties.

1. This Regulation prohibits the sending
of Patterns of dutiable articles, unless the
quantity sent be so small as to make the
sample of no value.

2. The limits of weight allowed are as
follows:—
Books and Papers to British Offices,
5 lbs.; to the Continent, &c., 4 lbs.
Patterns to British Offices, 5 lbs. if with
out intrinsic value; to the Continent,
&c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible
for the safe delivery of Registered corre-
spondence, but it is prepared to make good the
contents of such correspondence, lost while
passing through the Post, to the extent of
\$10, in certain cases, provided:—

1. That the sender duly observed all the
conditions of Registration required.

2. That the letter was securely enclosed
in a reasonably strong envelope.

3. That application was made to the
Postmaster General of Hongkong immedi-
ately the loss was discovered, the envelope
being invariably forwarded with such applica-
tion unless it also is lost.

4. That the Postmaster General is satis-
fied that the loss occurred whilst the corre-
spondence was in the custody of the British
Postal administration in China, that it was
not caused by any fault on the part of the
sender, by destruction by fire, or shipwreck,
nor by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.

5. No compensation can be paid for mere
damage to fragile articles such as portraits,
valises, handbags, bound books, &c.,
which reach their destination, although in a
broken or deteriorated condition.

Missed or Delayed Correspondence.

When correspondence has been mis-
sent or delayed (both of which are liable to
happen occasionally) all that the addressee
need do is to note on the cover, sent to
him, or received at 7 p.m., or as the case
may be, and forward it, without any
other writing whatever, to the Postmaster
General. This should be noted on the first
time cause of complaint occurs; it is a
mistake to let such matters pass for fear of
giving trouble, a course which generally
gives more trouble in the end.

Chair, Jirricksha, and Boat
Hire.

LETTERED TARIFF OF FARES FOR CHAIRS,
CHAIR BARRELS, AND BOATS,
IN THE COLONY OF HONGKONG.

Chairs.

Half hour, 10 cts. One hour, 20 cts.
Three hours, 50 cts. Six hours, 70 cts.
Day (from 6 to 9), One Dollar.

TO VICTORIA PEAK.

Return Direct.

Four Coolies, \$1.00 Four Coolies, \$1.20
Three Coolies, 0.85 Three Coolies, 1.00
Two Coolies, 0.70 Two Coolies, 1.00

RETURN.

By Pok-fu-Lam.

Four Coolies, \$2.00 Four Coolies, \$2.50
Three Coolies, 1.50 Three Coolies, 2.00
Two Coolies, 1.00 Two Coolies, 1.60

By Wan-tai Gap.

Four Coolies, \$1.75
Three Coolies, 1.40
Two Coolies, 1.20

TO VICTORIA GAP.

Return Direct.

Four Coolies, 60 cts. Four Coolies, 90 cts.
Three Coolies, 50 cts. Three Coolies, 75 cts.
Two Coolies, 40 cts. Two Coolies, 60 cts.

Return by Pok-fu-Lam.

Four Coolies, \$1.50 Four Coolies, \$2.00
Three Coolies, 1.20 Three Coolies, 1.60
Two Coolies, 0.90 Two Coolies, 1.20

By Wan-tai Gap.

Four Coolies, \$1.15
Three Coolies, 0.95
Two Coolies, 0.80

TO THE PEAK CHURCH, AND HOUSES IN
VICINITY OF MOTEL, BELLET AND
MOODY GARDEN.

Single Trip. Return Direct.

Four Coolies, 60 cts. Four Coolies, \$1.00
Three Coolies, 50 cts. Three Coolies, 0.85
Two Coolies, 40 cts. Two Coolies, 0.70

Returning by other routes will be the
same as above.

The Return Fare embraces a trip of not
more than three hours except returning by
Aberdeen when three hours and a half will
be allowed.

For every hour or part of an hour above
three or three and a half, each Coolie will
be entitled to an additional payment of five
cents.

Nothing in above scale prevents private
agreements.

Licensed Drivers (each).

One Hour, 10 cts. 10 cts.
Half day, 35 cts. 35 cts.
Day, 50 cts. 50 cts.

Furthest.

Quarter Hour, 5 cts. One Hour, 15 cts.
Half Hour, 10 cts. Two Hours, 25 cts.
For every hour or part of an hour, 10 cts.

To Pok-fu-Lam or Quarry Bay, 20 "

Return, 20 "

To Shaukiwan, 35 "

Return, 35 "

To Aberdeen, 35 "

Return, 35 "

If an extra Coolie is employed, the fare
will be double.

Nothing in this scale prevents private
agreements.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900
pounds, per Day, \$3.00

1st Class Cargo Boat of 8 or 900
pounds, per Load, 2.00

2nd Class Cargo Boat of 600
pounds, per Day, 2.50

2nd Class Cargo Boat of 600
pounds, per Load, 1.75

3rd Class Cargo Boat or Ha-lan Boat of
300 pounds, per Day, 1.00

3rd Class Cargo Boat or Ha-lan Boat of
300 pounds, per Load, 0.50

3rd Class Cargo Boat or Ha-lan Boat of
300 pounds, Half Day, 50 "

or Pullaway Boats, per Day, \$1.00

One Hour, 20 "

Half-day, 10 "

After 6 p.m., 10 cents extra.

Nothing in this scale prevents private
agreements.

Scale of Hire for Street Coolies.

One Day, 35 cts.

Half Day, 20 "

Three Hours, 12 "

One Hour, 5 "

Half Hour, 3 "

Nothing in the above scale to affect
private agreements.

Merchant Vessels in Hongkong Harbour.

Vessel's Name.	Agent.	Flag and Rig.	Tonnage.	Date of Arrival.	Discharge or Agents.	Destination.	Remarks.
Steamers.							
Adowa	2	Cabonne	Brit. str.	1111	Aug. 21	P. & O. S. N. Co.	Bombay, &c.
Bonelli	5	Farguhar	Brit. str.	1000	Aug. 23	Gibb, Livingston & Co.	Lat. proc.
Cocoonshire	5	Pope	Brit. str.	1250	Aug. 13	Adams, Bell & Co.	
Caribbrooke	5	Can.	Amer. str.	1279	Aug. 18	Matheson, Matheson & Co.	Amoy
Clivedon	3	Forrier	Brit. str.	915	Aug. 20	Order	Saigon
Cousins Arab	5	Holls	Brit. str.	1230	Aug. 25	Order	
Danube	5	Newton	Brit. str.	561	Aug. 25	Yuen Fat Hong	Bangkok
Deutoros	5	Luthjens	Ger. str.	1107	Aug. 30	H. H. & W. P. Dock Co.	
Doughs	5	Young	Brit. str.	852	Aug. 21	Douglas Steamship Co.	Coast Ports
Energia	5	Koch	Brit. str.	1000	Aug. 22	Douglas Steamship Co.	To-morrow
Fams	5	Young	Brit. str.	117	Aug. 19	H. H. & W. P. Dock Co.	Laid up
Fokien	5	Goddard	Brit. str.	509	Aug. 22	Douglas Steamship Co.	To-day
Gulveston	3	Chater	Brit. str.	1301	Aug. 21	Arnhold, Karberg & Co.	Saigon
Glanorunshire	3	Williams	Brit. str.	1842	Aug. 15	Adams, Bell & Co.	Yokohama
Gulf of Suaz	5	Laws	Brit. str.	1014	Aug. 26	Adams, Bell & Co.	To-day
Kia Kager	2	Speck	Brit. str.	1615	Aug. 24	P. & O. S. N. Co.	Shanghai
Lee Yuen	5	Young	Brit. str.	723	Aug. 19	M. S. N. Co.	Yokohama & Hiogo
Medusa	5	Deperis	A. Hun. str.	1779	Aug. 30	Buhrbach	29th inst.
Monkong	2	Loft	Brit. str.	859	Aug. 25	Yuen Fat Hong	K'loon Dock
Mount Lebanon	3	Maxwell	Brit. str.	1655	Aug. 20	Adams, Bell & Co.	Tientsin, &c.
Nanshou	4	McBourne	Brit. str.	805	Aug. 22	Hop Hing Hong	Saigon
Nepaul	2	Aderton	Brit. str.	1987	Aug. 23	P. & O. S. N. Co.	Swatow
Niger	3	McCall	Brit. str.	1367	Aug. 23	Hop Hing Hong	London & S'pore.
Oceanic	3	McCall	Brit. str.	1307	Aug. 21	P. & O. S. N. Co.	Shanghai
Pha Chom Kiao	3	Stratton	Brit. str.	1011	Aug. 22	Yuen Fat Hong	Y'anna & Ban'g'co
Pilot Fish	6	Stonapi	Brit. tug.	161	June 2	H. K. & W. Dock Co.	Swatow & Bangkok
Sun Oull	3		Amer. str.	81	Aug. 23	China Traders' Insurance Co.	29th inst.
Smit	3	Rubask	Dutch str.	82	Aug. 23	Hop Hing Hong	Swatow & Amoy
Triumph	2	Schuldt	Ger. str.	674	Aug. 24	Waler & Co.	Shanghai
Yaroc	3	Witt	Brit. str.	313	Aug. 24	P. & O. S. N. Co.	Haiiphong
Wah Young	4	Witt	Brit. str.	313	Aug. 24	Chinese	To-morrow
Will of the Wisp	5	Owston	Brit. str.	106	Dec. 22	Pusiat & Co.	Hoihow, &c.
Zafiro	3		Brit. str.	675	June 16		K'loon Dock
Sailing Vessels.							
Adam W. Spies	8	Field	Amer. bgo.	1171	July 13	Arnhold, Karberg & Co.	
Adolph	3	Westergaard	Ger. bgo.	839	July 23	Carlowitz & Co.	
Alte Borg	3	Holland	Dutch bgo.	540	Aug. 21	Waler & Co.	Tientsin
Amity	3	Halecoat	Brit. bgo.	519	Aug. 21	Siemens & Co.	
Anna Siebin	3	Paulson	Ger. bgo.	604	Aug. 17	Wielor & Co.	
Annie H. Smith	1	Brown	Amer. sh.	1452	July 9	P. & O. S. N. Co.	New York
Anton Gunther	3	Steinbrugg	Ger. bgo.	443	July 29	Melchers & Co.	
Ban Lee	3	Marton	Siam. bgo.	240	Aug. 26	Chinese	
Barn J. Sewall	8	Chater	Amer. sh.	1357	Aug. 10	Douglas Steamship Co.	New York
Beattie	3	Barton	Brit. bgo.	125	Aug. 22	Siemens & Co.	
B. H. Steenka	3	Mayr	Ger. bgo.	235	Aug. 4	Melchers & Co.	
Carl Bohn	8	Eichman	Ger. 3m. sh.	262	Aug. 14	Russell & Co.	
Centaur	3	Offensen	Ger. bgo.	468	Aug. 10	Waler & Co.	
Chamron Kamrye	3	Krag	Siam. bgo.	480	July 29	Chinese	
Comet	4	Siogoner	Ger. sh.	1080	June 19	Carlowitz & Co.	Hamburg
Edward May	4	Johnson	Amer. bgo.	840	Aug. 16	Russell & Co.	
Eine	3	Bruhn	Ger. sh.	313	Aug. 19	Waler & Co.	
Eine	2		Ger. bgo.	287	May 21	Eduard Schellhaas & Co.	
Eng Lee	2	Korok	Siam. bgo.	328	June 28	Chinese	
Ernie Reed	8	Whittier	Amer. bgo.	678	July 15	Russell & Co.	
Frank Pondleton	3	Nichols	Amer. sh.	1351	July 4	Order	
Hardidine	8	Tibbets	Am. 4m. sh.	1284	June 27	Arnhold, Karberg & Co.	New York
Hoi Cheong	5	Maine	Brit. bgo.	155	Aug. 1	Hong Tsang Tai	
Heitrich	3	Weyhausen	Ger. sh.	1450	June 23	Carlowitz & Co.	London
Hightinker	4	Baldeler	Amer. sh.	1284	Aug. 19	Russell & Co.	
Jeremiah Thompson	3	Peterson	Amer. sh.	1904	June 22	Arnhold, Karberg & Co.	
Khoroan	3	Visser	Ger. sh.	1200	July 3	Arnhold, Karberg & Co.	Haïre and London
Lady Harwood	3	Williams	Brit. bgo.	384	July 13	Order	Honolulu
Leander	3	Hamilton	Brit. sh.	843	Aug. 13	Adams, Bell & Co.	
Leander	3	Malone	Pr. 3m. sh.	290	Aug. 18	Carlowitz & Co.	
Marquis de Lafayette	8	Raymond	Brit. bgo.	1143	July 28	Russell & Co.	San Francisco
Matilda	4	Berrymann	Amer. sh.	823	July 24	Tong Sang Wo	
Naupactus	2	Lovitt	Brit. sh.	1380	Aug. 20	P. & O. S. N. Co.	
Oneida	3	McGilveray	Amer. sh.	1074	June 20	Carlowitz & Co.	London, &c.
Papa	3	Lorenzner	Ger. bgo.	770	Aug. 18	Melchers & Co.	Cleared
Panoboot	8	Shipman	Amer. bgo.	1067	July 22	Russell & Co.	New York
Payroll	3	Seaman	Ger. sh.	374	Aug. 29	Carlowitz & Co.	
Queen of England	1	Schumacher	Siam. bgo.	542	July 39	Chinese	
Raphael	8	Harkness	Amer. sh.	1445	June 22	P. & O. S. N. Co.	
Rapid	2	Hoinbring	Siam. bgo.	423	Aug. 19	Kim Thay Loong	
Reporter	7	Bayley	Amer. sh.	1350	June 21	Mossageries Maritimes	
R. E. Wood	8	Gilkey	Amer. sh.	1440	May 22	Pusiat & Co.	New York
Swan D. Carleton	8	Freeman	Amer. bgo.	842	July 17	Arnhold, Karberg & Co.	
Three Brothers	2	Chale	Brit. bgo.	336	Aug. 18	Chinese	
Velocity	3	Martin	Brit. bgo.	430	Aug. 16	Chinese	
Villa de Eivadavia	3	Canas	Span. bgo.	274	Aug. 24	Brandao & Co.	
Wandering Mirestral	3	Kouch	Pr. 3m. sh.	306	Aug. 2	Order	
W. H. McNeil	8	O'Brien	Brit. sh.	1400	July 18	Gibb, Livingston & Co.	